DOCUMENTS EXPEDITING PROJECT

[No. 13]

REPORT OF THE MARITIME ADMINISTRATOR OF THE DEPARTMENT OF COMMERCE TO THE CONGRESS ON THE ACTIVITIES AND TRANSACTIONS OF THE ADMINISTRATOR UNDER THE MERCHANT SHIP SALES ACT OF 1946, AS AMENDED, JULY 1, 1951, THROUGH SEPTEMBER 30, 1951

THE SECRETARY OF COMMERCE,
Washington 25, November 9, 1951.

Hon. SAM RAYBURN,
Speaker of the House of Representatives.

DEAR MR. SPEAKER: I have the honor to present herewith the quarterly report of the Maritime Administration of this Department on the activities and transactions of the Administration under the Merchant Ship Sales Act of 1946, from July 1, 1951, through September 30, 1951, in accordance with section 13 of that act.

Sincerely yours,

CHARLES SAWYER,
Secretary of Commerce.

REPORT OF THE MARITIME ADMINISTRATION OF THE DEPARTMENT OF COMMERCE TO THE CONGRESS ON THE ACTIVITIES AND TRANSACTIONS OF THE ADMINISTRATION UNDER THE MERCHANT SHIP SALES ACT OF 1946, AS AMENDED, JULY 1, 1951, THROUGH SEPTEMBER 30, 1951

RÉSUMÉ

There were 203 war-built vessels chartered under provisions of the Merchant Ship Sales Act of 1946, as amended, on September 30, 1951, a decrease of 9 from the number under charter at the end of the previous quarter. Vessels in the reserve fleets totaled 1,620 at the end of the quarter, a decrease of 147 from the number in reserve at the beginning of the quarter.

Since the ship-sales provisions of the Merchant Ship Sales Act of 1946, as amended, expired on January 15, 1951, and all titles have been transferred on vessels sold up to that time, as stated in the report for the quarter ending June 30, 1951, information on ship sales previously set forth in appendixes A through D will no longer be included in this report.

MORTGAGE SALES TO NONCITIZENS

Appendix A shows the status of sales to foreign countries.

During the quarter an additional $2,241,260.91 in principal and $1,035,644.04 in interest was collected. On September 30, 1951, total outstanding mortgage obligations had been reduced to $160,587,489.46.

During the quarter it was formally brought to the attention of three foreign governments, and informally to the attention of four foreign governments, that their nations were not current in their mortgage obligations to the United States. The governments in question are guarantors to the Maritime Administration of the debts of their nationals. In one case the account was brought to a current status after a slight delay. In another case the account was brought to a current status after notice was given to the Ambassador that unless payment was made by a certain date the Administration would have no alternative but to take legal action. Partial liquidation was made by one other country. The Ambassadors of the other countries have given assurances that the balances remaining will be paid.

ADJUSTMENT FOR PRIOR SALES TO CITIZENS

Of the net total of 191 vessels for which applications have been filed for adjustment for prior sales to citizens under section 9 of the Merchant Ship Sales Act of 1946, adjustments had been approved for 172 vessels as of September 30, 1951, and adjustment agreements had been executed for 147; the adjustments for 9 vessels approved during the quarter involved 2 trade-in vessels, the readjusted trade-in allowances for which were determined in conformity with the procedures, standards, and guides approved by the Maritime Administrator on February 12, 1951.

The remaining 19 vessels for which adjustments had not been approved were being processed.

VESSEL CHARTERS

As of September 30, 1951, there were 223 vessels under bare-boat charter or allocated for charter under all authorities of law, a decrease of 9 from the number under charter as of June 30, 1951. Of this total, 203 were war-built vessels chartered pursuant to the provisions of the Merchant Ship Sales Act of 1946, as amended; 8 were chartered under the provisions of the Philippine Rehabilitation Act; 5 vessels (3 prewar passenger vessels, a Great Lakes ore carrier, and the postwar cargo ship *Schuyler Otis Bland*) under provisions of the Merchant Marine Act of 1936; and 7 vessels (1 prewar passenger vessel, 5 Great Lakes ships, and 1 ferry) under provisions of Public Law 101 (77th Cong.). (See appendix B for further details.)

Vessel charter totals at the close of the quarter by services in which employed, compared with corresponding totals as at the end of the preceding quarter, are as follows:

	Sept. 30, 1951	June 30, 1951
Offshore trade (bulk service)	None	[1] 16
Offshore trades (liner service, excluding passenger vessels)	29	21
Offshore trades (passenger vessels) [2]	8	8
Offshore trade (Alaskan service)	14	14
Offshore trades (MSTS)	147	[1] 148
Philippine inter-island service (Philippine Rehabilitation Act)	8	8
Coastwise and intercoastal trades	10	10
Great Lakes service (prewar-built)	6	6
Ferry service (prewar-built)	1	1
Total	223	232

[1] Correction from June 30, 1951, report. 1 vessel was transferred from ECA to MSTS service late in June.
[2] Includes 4 prewar-built passenger vessels.

RESERVE FLEET

The continued withdrawal by the National Shipping Authority of Liberty vessels for operation on various shipping programs reduced the number of vessels moored at the 8 reserve fleets from 1,767 vessels on June 30, 1951, to 1,620 vessels on September 30, 1951.

The security of the vessels in the reserve fleets was greatly strengthened by a reorganization of the security forces and by the assignment of tugs provided with fire and damage control equipment to augment the patrol craft already assigned to this duty.

The program for the basic preservation of vessels in the reserve fleet was at 95 percent of completion at the end of the quarter. The workload of recurring preservation for the fiscal year had been reduced by 10 percent at the end of the same period.

The following tabulation shows the number of vessels by location as of June 30, 1951, and September 30, 1951, and the vessel movements during the quarter:

Reserve fleets	June 30, 1951	In	Out	Sept. 30, 1951
Hudson River, N. Y.	73	1	28	46
James River, Va.	380	0	29	351
Wilmington, N. C.	325	0	34	291
Mobile, Ala.	264	0	11	253
Beaumont, Tex.	168	1	17	152
Suisun Bay, Calif.	312	0	11	301
Astoria, Oreg.	175	0	9	166
Olympia, Wash.	70	0	10	60
Total	1,767	2	149	1,620

APPENDIX A.—*U. S. Department of Commerce, Maritime Administration—Status of merchant ship sales to foreign countries, act of 1946, Sept. 30, 1951*

Countries	Number of vessels	Original mortgage	Principal collected	Vessels repossessed and mortgage notes canceled	Mortgages outstanding	Interest collected
Brazil	12	$6,242,400	$1,407,600.00	0	$4,834,800.00	$856,487.67
China	33	16,387,120	5,381,074.50	$3,112,000.00	7,894,045.50	1,505,277.21
Finland	3	1,167,520	605,730.00	0	561,790.00	118,157.99
France	98	56,036,250	12,888,520.00	0	43,147,730.00	7,084,010.41
Greece	100	41,298,000	12,697,038.53	0	28,600,961.47	5,304,805.98
Italy	123	65,222,110	15,731,060.00	0	49,491,050.00	8,007,253.36
Liberia (2 vessels transferred from Uruguay)	2	698,400	58,200.00	0	640,200.00	24,122.94
Netherlands	11	9,559,840	3,516,660.00	0	6,043,180.00	979,913.41
Norway	40	18,963,000	10,150,499.99	0	8,812,500.01	2,213,347.32
Peru	8	4,099,500	932,800.00	0	3,166,700.00	515,770.23
Philippines	4	2,081,480	395,967.52	0	1,685,512.48	210,726.53
Turkey	10	6,088,270	1,236,330.00	0	4,851,940.00	759,376.20
Uruguay [1]	2	1,157,140	300,060.00	0	857,080.00	169,798.83
Total	446	229,001,030	65,301,540.54	3,112,000.00	160,587,489.46	27,749,046.08

[1] Original mortgage, $1,855,540; 2 vessels transferred to Liberia, $698,400.

One of the vessels reported as repossessed in the report of June 30, 1951, was the Hai Lieh. During the quarter ending Sept. 30, 1951, the Maritime Administration permitted the Chinese Government to redeem this vessel on payment of the full amount of the mortgage debt, with interest. This reduced the number of vessels repossessed from 5 to 4 and the amount of mortgage notes canceled from $3,465,600 to $3,112,000.

APPENDIX F.—*Tabulation of vessels operated by charterers and/or agents of the Maritime Administration, excluding tankers, as of Sept. 30, 1951 (includes information received through Oct. 3, 1951)*

Name of company	Charters approved by MA under Merchant Ship Sales Act of 1946, as amended, foreign and/or domestic trade														General agency agreement							
										Employment							Active					
	Liberty types	Passenger types	Reefers	C1-M-AV1	C1-A	C3	VC2-S-AP2	VC2-S-AP3	N-3	Berth	ECA	MSTS	Number vessels under MA HB	Vessels allocated but not delivered	Total number allocated and/or delivered	Number approved by Office of Comptroller	ECA	MSTS	Inactive (pending operation, sale, or lay-up)	GAA total	Privately owned United States flag (excluding tankers)	Grand total (column 14, 21, and 22)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Alaska Steamship Co							1	2				3	3		3	18	3		2	5	9	17
Alcoa Steamship Co., Inc																	7	2	1	10	16	26
American Export Lines		1					1	1		2		1	3		3	71	6	1	1	8	30	41
American Foreign Steamship Corp							2	2				4	4		4	9	6		2	8	4	16
American Hawaiian Steamship Co							5	1				6	6		6	61	7		1	8	7	21
American Mail Line							5	2				7	7		7	11	5		1	6	9	22
American Pacific Steamship Co							2					2	2		2	2					3	5
American President Lines		3	2				7	4		6		10	16		16	19	5		3	8	17	41
Arrow Steamship Co																	4		1	5	2	7
Blidberg Rothchild Co., Inc							2					2	2		2	5	6		1	7	2	11
Bloomfield Steamship Corp																	6		1	7	8	15
Bull, A. H. Steamship Co																50	9		2	11	19	30
Burbank & Co., A. L							2					2	2		2	2	1		3	4	1	7
Coastwise Line							3					3	3		3	7	5		2	7	2	12
Dichmann, Wright & Pugh, Inc							1	1				2	2		2	3	7		1	8	1	11
Dolphin Steamship Co. (Delaware)							1					1	1		1	2					4	5
Eastern Steamship Lines, Inc							1					1	1		1	10	6		2	8	3	12
Farrell Lines																5	7		1	8	16	24
Fribourg Steamship Co							1					1	1		1	2					1	2
General Steamship Corp																	3		2	5	1	6
Grace Line, Inc				4						4			4		4	50	6		2	8	23	35
Lykes Bros. Steamship Co., Inc							9	3		5		7	12	2	14	50	7		1	8	54	74
Marine Transport Lines and Marine Navigation Co							2	3				5	5		5	5					5	10
Matsou Navigation Co							1	1				2	2		2	20	4		1	5	19	26
Mississippi Shipping Co					1		4	1		1		5	6		6	7	6		2	8	14	28
Moore-McCormack Lines, Inc							6					6	6		6	12	6		1	7	35	48
New York & Cuba Mail Steamship Co							2	2				4	4		4	13	4		2	6	5	15
North American Shipping & Trading Co								1				1	1		1	1					3	4

North Atlantic & Gulf Steamship Co							1					1	1		1	8	3		1	4	1	6
Olympic Steamship Co							2					2	2		2	2	6			6	1	9
Orion Shipping & Trading Co								2				2	2		2	7						2
Pacific Atlantic Steamship Co							7	1				8	8		8	*	5		1	6	1	14
Pacific Far East Line	1		7				5	5		11		7	18		18	37	7		2	9	8	35
Pacific Transport Line							4	1				5	5		5	9	5		1	6	5	16
Polarus Steamship Co							2	2				4	4		4	5	7		1	8		12
Pope & Talbot, Inc							4	1				5	5		5	*	5		3	8	1	
Prudential Steamship Corp							1	1		1		1	2		2	3	6		1	7	2	
Seas Shipping Co																	6			6	12	18
Shepard Steamship Co							1					1	1		1	2	6		1	7	1	9
South Atlantic Steamship Line							6	2		2		6	8		8	10	8		1	9	5	22
States Marine Corp. of Delaware							5	4				9	9		9	13	7	1		8	14	31
Stockard Steamship Co							3					3	3		3	20	4		2	6	1	10
T. J. Stevenson & Co							1	1				2	2		2	6	6		2	8	2	12
Union Sulphur & Oil Corp							2	2				4	4		4	15	5	1		6	3	13
United States Lines							6	2				8	8		8	51	8			8	47	63
United States Navigation Co							1					1	1		1	3					2	3
W. R. Chamberlin & Co							1					1	1		1	1					1	2
Waterman Steamship Corp																	10		1	11	38	49
Wessel Duval & Co							1					1	1		1	4	4		2	6	1	8
West Coast Trans-Oceanic Steamship Co							1					1	1		1	1	4		1	5	3	9
Total	1	4	9	4	1		112	48		32		147	179	2	181	632	238	5	56	299	460	938

[1] For vessels owned and number approved by Office of Comptroller, see coastwise-intercoastal operations.

APPENDIX F.—*Tabulation of vessels operated by charterers and or agents of the Maritime Administration, excluding tankers, as of Sept. 30 ,1951 (includes information received through Oct. 3, 1951)*—Continued

Name of company	Alaskan service, Merchant Ship Sales Act of 1946																General agency agreement					
										Employment							Active					
	Liberty types	Passenger types	Reefers	C1-M-AV1	C1-A	C3	VC2-S-AP2	VC2-S-AP3	N-3	Berth	ECA	MSTS	Number vessels under MA BB	Vessels allocated but not delivered	Total number allocated and/or delivered	Number approved by Office of Comptroller	ECA	MSTS	Inactive (pending operation, sale, or lay-up)	GAA total	Privately owned United States flag (excluding tankers)	Grand total (columns 14, 21, and 22)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Alaska Steamship Co	2		2	7						11			11		11							11
Coastwise Line	3									3			3		3							3
Total	5		2	7						14			14		14							14
COASTWISE, INTERCOASTAL OPERATIONS, MERCHANT SHIP SALES ACT OF 1946																						
Isthmian Steamship Co							2			2			2		2	50	7			7	28	37
Luckenbach Gulf Steamship Co							2			2			2		2	6	7		1	8		10
Pacific Atlantic Steamship Co	2							1		3			3		3	21					4	7
Pope & Talbot, Inc	3									3			3		3	16					6	9
Total	5						4	1		10			10		10	[1] 93	14		1	15	[2] 38	63
PHILIPPINE REHABILITATION ACT OF 1946																						
Compania Maritima				4					2	6			6		6	6						6
Philippine Steam Navigation Co				2						2			2		2	2						2
Total				6					2	8			8		8	8						8

MERCHANT MARINE ACT OF 1936 (AS AMENDED)																							
American President Lines						1				1			1		1								1
Moore-McCormack Lines, Inc.		3								3			3		3								3
Nicholson Universal Steamship Corp.[3]													1		1							3	4
Total		3				1				4			5		5							3	8
PUBLIC LAW 101 (77TH CONG.)																							
Cleveland-Cliffs Steamship Co.[4]													5		5							14	19
N. Y., P. & N. R. R. Ferry Co.[5]													1		1								1
United States Line [6]		1								1			1		1								1
Total		1								1			7		7							14	21
Grand total	11	8	11	17	1	1	116	49	2	69		147	[7] 223	2	[7] 225	733	252	5	57	314	515	1,052	

[1] All vessels not approved for operations in coastwise or intercoastal operations.
[2] Not all owned vessels operated in coastwise or intercoastal operations.
[3] Great Lakes, bulk carrier, Merchant Marine Act, 1936, as amended.
[4] Great Lakes, bulk carriers, Public Law 101 (77th Cong.).
[5] Ferry service, Cape Charles and Norfolk. Public Law 101.
[6] New York-United Kingdom-Continent Public Law 101.
[7] Includes 5 lakers and 1 ferry under Public Law 101 and 1 laker under Merchant Marine Act of 1936 (as amended).

APPENDIX F.—*Tabulation of vessels operated by charterers and/or agents of the Maritime Administration excluding tankers as of Sept. 30, 1951 (includes information received through Oct. 3, 1951)*—Continued

	Company	Type
Vessels allocated but not delivered:		
Drake Victory	Lykes Bros. Steamship Co	AP-2
Denison Victory	do	AP-2
Vessels withdrawn from charter but not yet redelivered: None.		

Remarks	Previous report	Current report
Number of active approved charterers	50	49
Number of chartered vessels operating	225	223
Vessels allocated but not delivered		2
Total number of vessels chartered	225	225
Vessels withdrawn but not redelivered	2	
Number of vessels under GAA (inactive)	56	57
Number of vessels under GAA (active)	224	257
Total number of vessels under GAA	280	314

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